

On 7 May 1861, after having plied the waters of the Chesapeake Bay on this run for over two years, the steamer arrived at Old Point Comfort, Va., her last stop on her route south before Norfolk. She was detained there by Union naval authorities and forbidden to proceed further south since all of the southern coast in Confederate hands was under blockade.

A few days later, the Union Navy chartered the ship to serve as a transport attached to the Atlantic Blockading Squadron. She performed her most important naval service late in the summer of 1861 when she carried Union troops to Hatteras Inlet for combined operations against the forts guarding the entrance to the North Carolina sounds. This operation on 28 and 29 August enabled the Union Navy to control these important waters, and it led ultimately to the Confederate evacuation of Norfolk, Va.

Soon thereafter, the Navy returned the ship to her owner for whom she resumed runs out of Baltimore which she continued through the end of the war and for many years thereafter. Rebuilt by William Skinner and Sons in 1871, the ship was turned over to Harlan and Hollingsworth in 1879 in partial payment for that firm's construction of the new steamer *Virginia*. The following year she began operating out of Long Branch, N.J. On 19 June 1880, *Adelaide* was rammed by the excursion boat *Grand Republic* and sank in New York harbor.

### *Adelante*

A Spanish word which translates as "forward" or "ahead."

(Tug: t. 142; l. 138'; b. 20'7"; dph. 10'; dr. 11'(aft); s. 13 k.; cpl. 38)

The iron-hulled, single-screw steam yacht *Utowana* was completed in 1883 at Chester, Pa., by the Delaware River Iron Ship Building and Engineering Works, and, over the ensuing years, was renamed twice—first to *Oneida* and, about 1914, to *Adelante*. During her career as *Oneida*, she was owned by "Commodore" E. C. Benedict, a friend and confidant of President Grover Cleveland. Benedict's yacht served as an impromptu hospital

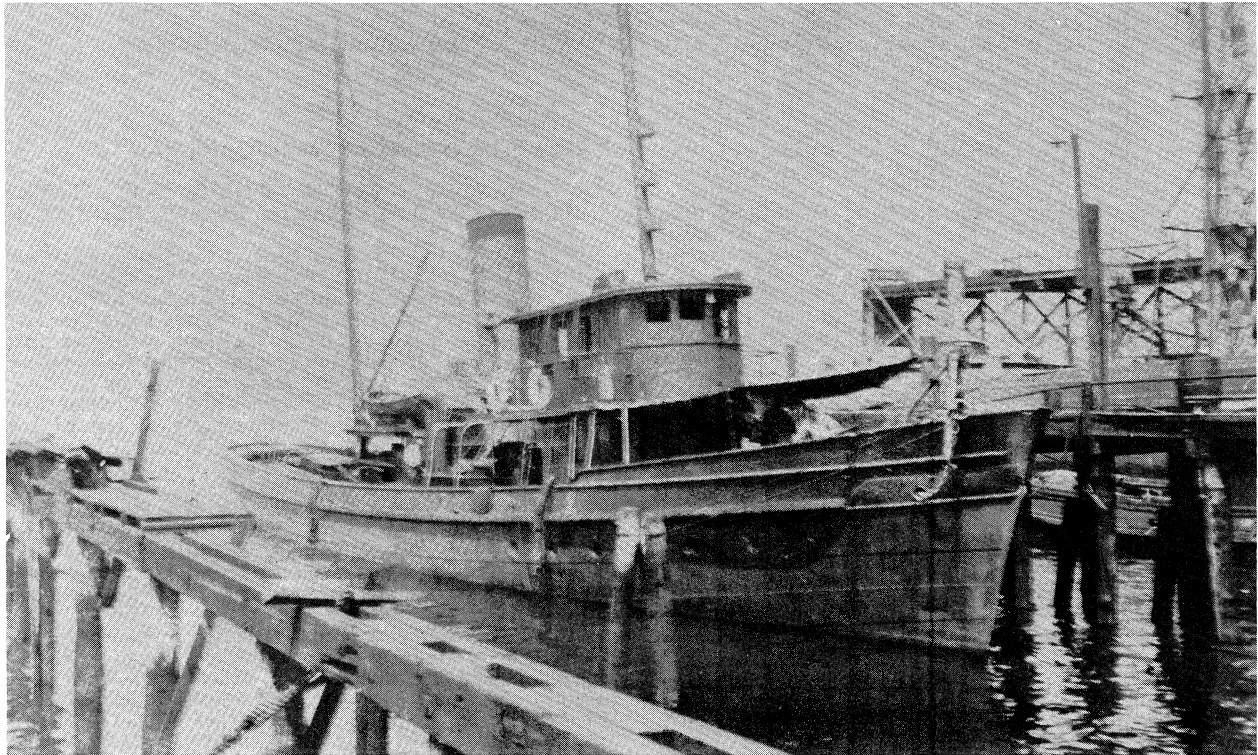
when doctors performed a secret operation to remove cancerous growth from President Cleveland's upper jaw on 1 July 1893 as the ship cruised in the East River. Such secrecy had been deemed necessary in order avoid creating a greater financial panic in the country.

Inspected by the Navy in the 1st Naval District on 9 July 1918, for potential use as a "tow boat," *Adelante* was apparently not delivered to the Navy until 25 August 1918. Routing instructions indicate that she spent late July in coastwise operations between Philadelphia, New York, Providence, and Boston. Contemporary Navy documentation lists her as a "tug." Her owner at that time (1918), and master, was Theodore Krumm of Melrose, Mass.

Given the classification of SP-765 (or Id.No. 765 in some sources), *Adelante* was commissioned at Lawley's Shipyard, Neponset, Mass., on 17 December 1918, Lt. Edwin W. Keith, USNRF, in command. After fitting out alongside Battery Wharf, and at the Section Base, Boston, through mid-February 1919, *Adelante* dressed ship on 24 February in honor of the arrival in Boston of President Woodrow Wilson on board the transport *George Washington*, and stood out as part of the veritable armada of ships which proceeded to greet the returning Chief Executive as his ship arrived, appropriately enough, in President Roads.

After having returned to Battery Wharf, *Adelante* got underway for Portland, Maine, the following day and arrived at Portland an hour before midnight. The following morning, she moved to Damariscove Island where she helped to establish one of a network of radio compass stations along the Maine coast. Such a system had originally been installed during the war to detect enemy submarines operating off the coast, to "home in" on their radio transmissions and to determine their direction and distance. Wartime experience with those stations showed that the concept held great promise for peacetime use. As Secretary of the Navy Josephus Daniels reported in 1919, "The system of radio compasses on shore . . . proved such a useful aid to navigation that during the past year additional stations have been constructed."

*Adelante* continued this work through the end of March,



*Adelante* (SP-765), before World War I. Despite her tug-like appearance, she still shows signs of her previous "life" as a yacht. (NH 100571)

frequenting, besides Damariscove Island, Boothbay and Portland Working parties, averaging a dozen men, went ashore almost daily to build the station at Damariscove Island, one of the additional 19 stations being added to the original 29 that had been set up on the Atlantic, Pacific, and Gulf coasts. While at Boothbay on the last day of March, she received orders directing her to return to Boston. Underway at 0410 on 1 April, *Adelante* reached Boston at 1345.

After shifting her berth to the opposite side of Boston harbor the next morning, *Adelante* got underway and met the troop transport *Mount Vernon* as the "boarding boat" for the customs officers. She put these inspectors on board at 1300 and returned with passengers that she disembarked a little over an hour later.

*Adelante's* temporary duty as "boarding boat" continued through much of April. The ships she met included *Agamemnon* (Id No 3004) on the 7th; *Mongolia* (Id. No. 1615) on the 10th; *Patricia*, a transport, on the 17th; *City of Birmingham* (also on the 17th); *Winifredia* on the 21st; *Vedic* and *City of Bombay* on the 22d; and *New Jersey* (Battleship No. 16) on the 23d. Two events highlighted the period: the first came on 5 April when she carried Major General Edwards, USA, and his staff out to board the incoming transport *America* in President Roads, the second occurred on 21 April, when Lt. Keith gave a talk on the Liberty Loan drive. He apparently proved persuasive and patriotic, for all hands purchased bonds, making *Adelante* a "100 percent ship," enabling her to hoist a "100 percent pennant" to her foremast signifying the achievement.

Her temporary job completed, *Adelante* sailed, on the 24th—via Gloucester, Mass.—for Rockland, Maine, which she reached on the 25th to resume her work establishing the compass stations. The ship began work on the station at Crass Island, Northeast Cove, on 28 April, and continued this task until 3 May. She then proceeded, via Rockland, to Boston before returning, via Bar Harbor, to Crass Island on the 6th. Shifting briefly to Machiasport, Maine, *Adelante* embarked an inspection party on the 8th to review the status of the work on Crass Island. The party then inspected the station at Damariscove Island the following day (9 May) before *Adelante* set course for Boston to take on construction supplies and stores (including lumber). She subsequently resumed work at Crass Island on 21 May; based at Machiasport, *Adelante* touched at Cranberry Island and Whitehead Island (14 June) to inspect the radio compass station there. Between 13 and 15 June, she also carried Capt. Cantwell, USCG, on an inspection tour of Coast Guard bases in the vicinity.

*Adelante's* men resumed work at Crass Island on the 23d before the ship visited Mt. Desert Island, and then at Machiasport (28 to 30 June) before returning to Crass Island on the 30th.

*Adelante* returned—via Machiasport and Rockland—to Boston which she reached on 3 July. She was decommissioned there on 18 August 1919.

Sold to J. Daniel Gully, of Brooklyn, N. Y., on 25 March 1920, *Adelante* was renamed *John Gully* soon thereafter. In subsequent years, the ship—now classed as a "tow boat"—was renamed *Salvager* by 1924 and was operated first by the H. J. Wheeler Salvage Co., Inc., of New York (1924-1927) and then by the Salvage Process Corp., of New York (1927-1940). By 1 January 1941, *Salvager* had been abandoned, due to age and deterioration.

### *Adelheid*

*Adelheid*—a 2,870-ton freighter built in 1903 at Flensburg, Germany—sought haven at New York City when World War I broke out in Europe in the summer of 1914 to avoid capture by the Royal Navy. She was seized by American customs officials in April 1917, soon after the United States entered that conflict. After the Navy inspected the ship to determine whether or not she was suitable for naval service, she was assigned the Navy identification number (Id No ) 1975. However, the Navy apparently never took over the ship, and she was sold abroad on 8 June 1918 by the United States Shipping Board.

### *Adelphi*

A university located at Garden City, Long Island, N. Y. Originally chartered in 1896 as a college located in Brooklyn, *Adelphi* moved to Garden City in 1929 and became a university in 1963.

*Adelphi Victory*—laid down under a Maritime Commission contract (MCV hull 760) on 22 April 1945 at Richmond, Calif., by the Permanente Metals Corp.; launched on 2 June 1945; sponsored by Mrs. Harold E. Stassen, the wife of a former Governor of Minnesota; and delivered to Marine Transportation Lines on 27 June 1945—was among the 12 "Victory" ships earmarked for transfer from the Maritime Administration to the Military Sea Transportation Service during the early stages of the Vietnam War to augment the Army's forward floating depot program. Although assigned the name *Adelphi* and designated T-AG-181 on 1 February 1966, the ship never saw naval service due to the cancellation of the program. Instead, she operated under commercial charter carrying supplies to Vietnam under her original name, *Adelphi Victory*. As of 1 July 1984, *Adelphi Victory* lay in the Suisun Bay, Calif., berthing area of the National Defense Reserve Fleet.

### *Adept*

(AFD-23: dp. 12,000; l. 288'0"; b. 64'0"; inside width 45'0"; dr. 3'3" (lt.), 31'4" (flooded); lifting capacity 1,900 tons)

The construction of *AFD-23*—a one-section, steel, floating drydock built at Jacksonville, Fla., by George D. Auchter Co.—was begun late in 1943 and completed in December 1944. The small, non-self-propelled auxiliary floating drydock was then towed to the Chesapeake Bay for duty at the United States Coast Guard base at Curtis Bay, Md., where she began docking small naval combatant ships—up to the size of destroyer escorts—for hull repairs. Redesignated *AFDL-23* on 1 August 1946, she was moved to Hawaii sometime during the 18 months immediately following the end of the war. By 1 January 1947, *AFDL-23* was laid up with the Pacific Reserve Fleet at Pearl Harbor.

After almost two decades of inactivity, *AFDL-23* was placed in service in December 1965 to support the Navy's efforts to assist the people of South Vietnam in their struggle for freedom. She served at the Pacific Fleet's advanced bases. While continuing such duty, *AFDL-23* was named *Adept* on 7 June 1979. As of the latter part of 1987, she was still active in the western Pacific.

*Adger, James*, see *James Adger*

### *Adhara*

A star in the constellation Canis Majoris.

(AK-71: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 198; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

*G. H. Corliss* was laid down under a Maritime Commission contract (MCE hull 425) on 16 September 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 27 October 1942; sponsored by Miss Ginny Simms, the lead vocalist for Kay Kayser's orchestra; acquired by the Navy on 6 November 1942; renamed *Adhara* (AK-71); and commissioned on 16 November 1942, Comdr. William W. Ball, USNR, in command.

*Adhara* sailed from San Francisco, Calif., on 27 November bound for the South Pacific. For the next eight months, she served as a member of Service Squadron (ServRon) 8 transporting cargo and passengers between the ports of Tutuila, Samoa; Efate, New Hebrides; Espiritu Santo; Guadalcanal; Tulagi; Noumea, New Caledonia; and Wellington, New Zealand.

While at Guadalcanal on 7 April 1943, *Adhara* was among several ships subjected to a Japanese air attack. Five bombs exploded close aboard *Adhara* and punctured her hull in three places. The ship received jury patching at Espiritu Santo and then steamed to Australia for repairs.

After emerging from drydock at Wellington, *Adhara* got underway for the west coast of the United States and on 10 July entered the Mare Island Navy Yard, Vallejo, Calif. When again ready for action, she sailed on 6 September for the South Pacific. Upon her arrival at Noumea, the cargo ship rejoined ServRon 8 and once more served as an interisland transport. Her labors took her to the Treasury Islands; the Russell Islands; Emirau, Green Islands; and to various ports in New Guinea, New Hebrides, New Georgia, the Admiralty Islands, Guam, Tinian,

Saipan, and Eniwetok. The ship served at Okinawa from 8 to 27 May during the fighting for that island.

Following Japan's capitulation in mid-August, *Adhara* arrived at Seattle, Wash., on the 30th and remained in availability there through 27 September. She then got underway for the east coast of the United States. The ship paused in the Norfolk Naval Shipyard to have her naval equipment removed and then continued on to Baltimore, Md., where she arrived on 21 November. *Adhara* was decommissioned on 7 December 1945 and returned to the Maritime Commission. Her name was struck from the Navy list on 3 January 1946.

Under the Maritime Commission, the ship resumed her former name and carried it until she was sold in 1971 to a Spanish firm for scrapping.

*Adhara* won two battle stars for her World War II service.

*Adhel, Malek*, see *Malek Adhel*

### *Adirondack*

A mountain group in northern New York. The term *adirondack* is derived from a Mohawk Indian term meaning "bark eaters."

(ScSlp: t. 1,240; l. 207'1"; b. 38'; dph. 16'10"; dr. 10'2"; s. 14 k.; cpl. 160; a. 2 11" sb., 4 32-pdr. sb., 2 24-pdr. sb., 1 12-pdr. sb.; cl. *Ossipee*)

*Adirondack* was laid down in 1861 by the New York Navy Yard; launched on 22 February 1862; sponsored by Miss Mary Paulding, a daughter of Flag Officer Hiram Paulding, the Commandant of that navy yard; and commissioned on 30 June 1862, Comdr. Guert Gansevoort in command.

Although *Adirondack* was originally slated for duty in the West Gulf Blockading Squadron, events in the Bahamas changed her fate. Before she sailed for the gulf, news reached Washington that the British-built screw steamer *Oreto* had arrived at the island of New Providence and, although constructed under the pretext of being a merchantman destined for service under the Italian Government, was in reality a cruiser which was then being fitted out as a Confederate commerce raider. Thus, on 11 July, Welles ordered Gansevoort to proceed in *Adirondack* to the West Indies to investigate the report.

The new Union screw-sloop of war departed New York on 17 July and headed for the Bahamas. Six days out, she chanced upon a schooner and, after a two-hour chase, boarded the stranger which proved to be a Baltimore-built vessel named *Emma* which was operating out of Nassau under a British colonial register. Since the schooner's master had only recently arrived in the West Indies in command of the blockade runner *Ann E Barry*, and since *Emma* was laden with "... articles of great need in the so-called Confederate States," Gansevoort sent her to Philadelphia under a prize crew.

Two days later, on the morning of the 25th, when in sight of Nassau but still "... beyond the territorial jurisdiction of ... the British Empire," Gansevoort "... discovered shortly after daylight a steamer standing in for Nassau." He again gave chase and fired upon the fleeing ship; but, this time, his quarry's speed enabled her to reach the neutral port safely.

Some two hours later, a boat from the Royal Navy sloop of war *Greyhound* pulled alongside *Adirondack* as she approached Nassau and delivered a letter to the American steamer protesting her role in the recent chase and informing Gansevoort that the elusive steamer was named *Herald* and had been "... struck two or three times with shot ..." during the action. Shortly thereafter, *Adirondack* anchored in the roadstead off Nassau harbor, and Gansevoort sent *Greyhound's* commanding officer a written reply to the protest, justifying his course of action. He then went ashore where he learned that *Herald*—commanded by "... the notorious rebel Coxetter, formerly captain of the rebel privateer *Jeff Davis*"—had returned from Charleston laden with cotton after delivering a cargo of ammunition to that Confederate port.

Since *Adirondack* had encountered extremely severe weather during her passage out from New York, she remained at Nassau for three days undergoing voyage repairs and replenishing her coal bunkers. Gansevoort took advantage of his ship's stay in port to learn of conditions there before sailing for the Virginia

capas on 28 July. Upon arriving at Hampton Roads on 4 August, he reported that *Oreto* was indeed a Confederate cruiser, but that she was then "... in charge of a prize crew from the *Greyhound*, and proceedings have been instituted in the admiralty court of the Bahamas for her condemnation for a violation of the foreign enlistment act of Great Britain ..." His dispatch to Washington also stated that sentiment in the Bahamas was strongly in favor of the South. Thus the outcome of the judicial action against the warship—which would later be freed and win fame as the Southern raider *Florida*—was in doubt.

On 12 August, Secretary of the Navy Gideon Welles ordered *Adirondack* to proceed to Port Royal, S.C., to report to Rear Admiral Du Pont for duty in the South Atlantic Blockading Squadron. The next day, a report reached Washington that another British built cruiser—which would later prey on Union shipping as *Alabama*—had slipped out of England and was heading for Nassau. Anxiety over this new threat prompted Welles to send *Adirondack* back to the Bahamas to investigate. Nevertheless, before this message reached Hampton Roads, the steamer had sailed for Port Royal in compliance with her orders of the 12th. Word of her new mission finally caught up with her there on the 18th and she got underway for Nassau that afternoon.

All went well until the morning of the 23d when *Adirondack* struck a reef off the northeast point of Man of War Cay of the Little Bahama Bank group. The shock immediately disabled her engine, and daylong efforts by the ship's crew, with the aid of local wreckers, proved futile. That evening, with her back broken and her keel forced up through the engine room, the ship bilged. Fortunately, she suffered no personnel casualties.

(Str: dp 3,882; l. 388'2"; b. 50'; dr. 10' (mean); s. 11.3 k.; cpl. 135; a. none)

In September 1917, *Adirondack*—a steel-hulled river passenger steamer built in 1896 at Brooklyn, N.Y., by J. Eaglis and Sons—was chartered by the Navy from the Hudson Navigation Co., of Pier 32, North River, New York City. Delivered to the Navy on the 25th of that month, *Adirondack*—assigned the identification number (Id. No.) 1270—was officially requisitioned on 16 October 1917 for service as a floating barracks to quarter a portion of the men assigned to the Receiving Ship, New York Navy Yard, Brooklyn, N.Y. She performed this service in a noncommissioned status through the end of World War I and was returned to her owner on 24 January 1919. Her name was struck from the Navy list the same day.

*Adirondack* then resumed her pre-war operations, serving as a passenger steamer with the Hudson Navigation Co. She was finally abandoned due to age and deterioration during the fiscal year which ended on 30 June 1924.

### II

(Tug: t. 170; l. 112'7"; b. 22'; dr. 9'3" (mean); s. 13 k.; cpl. 22; a. none)

*Underwriter*—an iron-hulled screw tug completed in 1881 at Camden, N.J., by John H. Dialogue and rebuilt in 1908—was taken over by the Navy at the Naval Station, New Orleans, La., on 1 July 1918 and was commissioned there on 9 August 1918, Boatswain Joseph W. Elfert, USNRF, in command.

Assigned the identification number (Id. No. 1390), *Underwriter* operated out of the naval station at New Orleans for the duration of World War I, conducting sweeps for mines and standing ready for tug and tow services, as required. Retained in service after the cessation of hostilities, she operated as a salvage tug and as a minesweeping schoolship for the instruction of men of the Naval Reserve through 1919. Apparently, it had been contemplated to decommission *Underwriter*, but the damage suffered by the tug *Barnett* (SP-1149) on 7 June 1920, led to a reconsideration of this decision, and *Underwriter* remained operational as one of the tugs required at the New Orleans naval station. *Barnett's* crew shifted to the other tug to keep her in operation—as well as to perform upkeep on their old ship. On 17 July 1920, *Underwriter* was classified as a harbor tug, YT-44.

On 13 September 1920, it was recommended that if the ship was retained in service longer that her name be changed to one "more in keeping with the nomenclature adopted for the tugs belonging to the U. S. Navy." Accordingly, on 27 September,

the Department authorized the change of the tug's name to *Adirondack* and announced it on 24 November to all concerned Bureaus.

*Adirondack* remained employed at the Naval Station, New Orleans, into 1921. Early in the year, she "looked after" *Yuma* (ex-*Asher J. Hudson*)—that tug (which had sunk on 28 October 1920) had been raised from the bottom of the waters off the naval station—until that ship was ultimately decommissioned during the ensuing summer. She also towed *Eagle 43* from Pensacola to New Orleans in January 1921.

The ship's usefulness was quite apparent in mid-1921, the Commandant of the 8th Naval District desiring that *Adirondack* be retained in the district even after the imminent closing of the naval station at New Orleans. On 27 January 1922, it was proposed that she be transferred to the 5th Naval District, but an inspection of the ship revealed that excessively expensive repairs would be necessary to prepare her for sea. Accordingly, on 1 March 1922, *Adirondack* was placed out of commission. The tug was sold to B. Mitchell of New Orleans on 6 June 1922 and struck from the Navy list that same day.

### III

(AGC-15: dp. 13,910; l. 459'2"; b. 63'; dr. 24'; s. 16 k.; cpl. 633; a. 2 5", 6 40mm., 6 20mm.; cl. *Adirondack*)

The third *Adirondack* was laid down on 18 November 1944 at Wilmington, N.C., under a Maritime Commission contract by the North Carolina Shipbuilding Corp.; launched on 13 January 1945; sponsored by Mrs. E. L. White; transferred to the Navy on 4 February 1945; towed to the Philadelphia Naval Shipyard for conversion; and commissioned on 2 September 1945—the day Japan surrendered on board battleship *Missouri* (BB-63) in Tokyo Bay—Capt. R. O. Myers in command.

The ship was designed as an amphibious force flagship, a floating command post with advanced communications equipment and extensive combat information spaces to be used by the amphibious forces commander and landing force commander during large-scale operations. After shakedown training in the Chesapeake Bay from 25 September to 12 October 1945, *Adirondack* assumed the duties of flagship for Commander, Operational Development Force (CTF 69), and operated out of Norfolk until August 1949, when she was scheduled to participate in an Antarctic expedition. However, that project was cancelled, and *Adirondack* reported to the Philadelphia Naval Shipyard for inactivation. On 1 February 1950, she was placed in reserve, in service, as flagship of the Philadelphia Group, Atlantic Reserve Fleet.

Over a year later, the command ship returned to the active fleet. Following a recommissioning ceremony in Philadelphia on 4 April 1951, *Adirondack* reported to the Atlantic Fleet Training Command in Norfolk for inspection and training. She returned to Philadelphia on 3 June to complete final preparations for a tour in the Mediterranean as flagship for the Commander in Chief, Allied Forces in southern Europe (CINCSOUTH), and for the Commander in Chief, U.S. Naval Forces, Northeastern Atlantic and Mediterranean Fleets (CINCNELM).

*Adirondack* steamed to the Mediterranean and, on 18 August, moored in Naples, which was to be her home port for almost two years. In addition to her duties as Flagship for CINCSOUTH and CINCNELM, she coordinated activities of units of the 6th Fleet as they arrived and departed and assumed the administrative duties of senior officer present afloat. After 14 June 1952, *Adirondack* also served as the flagship for Commander, Subordinate Command, Northeastern Atlantic and Mediterranean Fleets, and then for Commander, Fleet Air, Eastern Atlantic and Mediterranean. On 29 May 1953, she departed Naples and returned to the Norfolk Naval Shipyard for overhaul and reassignment.

Following a shakedown and training cruise to Guantanamo Bay, *Adirondack* headed back to Norfolk and, on 28 October, became flagship for Commander, Amphibious Force, Atlantic Fleet. She sailed from Norfolk on 12 February 1954 to conduct a tour of inspection of amphibious bases in the Caribbean area. In a transfer of flags at San Juan, Puerto Rico, on 23 March, Commander Amphibious Group Four (COMPHIBGRU FOUR) shifted his flag to *Adirondack*. One week later, the amphibious command ship participated in Operation "Sentry Box" held off Vieques, Puerto Rico. The exercise was the first joint Army-

Navy exercise in the Atlantic since the fall of 1952 and employed more than 3,000 native Puerto Rican troops of the Army. This rigorous operation touched off a year of Atlantic Fleet exercises in which *Adirondack* played a major role.

In April, COMPHIBGRU FOUR—still embarked in *Adirondack*—was designated Commander of the umpire group for LANTAGLEX-54, a full-scale amphibious assault on Onslow Beach, N.C. The umpire group exercised the participating units, evaluated training, and assessed "damage" inflicted by the "hostile" units. Another exercise, "Packard V," was held in May and consisted of a gunfire demonstration in the Chesapeake Bay and a full-scale D day assault on Onslow Beach, directed from *Adirondack* by COMPHIBGRU FOUR.

On 20 July, the ship departed Norfolk for Operation "Key-stone," a combined land, sea, and air maneuver in the Mediterranean involving forces of the countries of the North Atlantic Treaty Organization. Planning conferences were held in Naples, and the amphibious task force sortied on 30 August with observers from Great Britain, France, Italy, Greece, and Turkey embarked in *Adirondack*. On 4 September, the task force landed more than 1,500 marines on the beaches at Dikili, Turkey. The flagship arrived back in Norfolk on 27 September and immediately began preparations for the next series of drills.

On 22 October, she departed Norfolk to rendezvous with other ships participating in Operation "NORAMEX" off the coast of Labrador. A battalion of marines landed on the beaches of Hamilton Inlet on 1 November to test amphibious cold weather doctrine and equipment. After a successful drill, *Adirondack* sailed on 3 November for Bogue Inlet, N.C., for a full-scale assault climaxing the amphibious phases of the Atlantic Fleet training cycle for 1954. She returned to Norfolk on 20 November and leave and upkeep.

During 1955, *Adirondack* served as umpire for "ANGEX II," a naval gunfire exercise held in February off Vieques and Culebra, Puerto Rico. In early March, she observed the "TRAEX II-55" landing off Vieques as part of the umpire group for the atomic defense exercise phase. She remained in port in Norfolk from 9 March to 11 April and headed south for "TRAEX III-55" off Vieques. She returned to Norfolk for inactivation; was placed out of commission, in reserve, on 9 November 1955; and transferred to the Maritime Administration for berthing with the James River unit of the National Defense Reserve Fleet. *Adirondack* was stricken from the Navy list on 1 June 1961 and sold on 7 November 1972 to Union Minerals and Alloys Corp. of New York City for scrap.

### Adjutant

A large stork, native to India and protected by law in that country. Its name is derived from its military-appearing walk.

Minesweeper AM-351 was laid down on 30 August 1943 at the Willamette Iron and Steel Corp.; named *Adjutant* on 11 April 1944; and launched on 17 June 1944. However, changes in wartime ship construction priorities and the end of hostilities with Japan caused the Navy to cancel the contract for her construction on 1 November 1945. Her hull was sold for scrap in 1946.

### Admirable

(AM-136: dp. 650; l. 184'6"; b. 33'; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

*Admirable* (AM-136) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 18 October 1942; sponsored by Mrs. Ann Pillsbury Fehr, daughter of Comdr. Horace W. Pillsbury; and commissioned on 20 April 1943, Lt. Comdr. A. M. White, USNR, in command.

The minesweeper departed Tampa on 23 April and conducted shakedown training in the Gulf of Mexico before heading for Hampton Roads, Va., on 23 June. *Admirable* operated out of the amphibious base at Little Creek for five months of training in antisubmarine warfare (ASW), minelaying, and minesweeping techniques. After upkeep and outfitting, she departed Norfolk on 28 November in company with *Luzon* (ARG-2) for duty in the Pacific. Transiting the Panama Canal on 8 December, the mine-





*Admirable* (AM-136) underway in 1944. Note the ship's "main battery" forward, a 3-inch dual purpose gun, with a "hedgehog" mount immediately aft. (80-G-411693)

sweeper continued on to San Diego where she moored on 18 December. In January 1944, following tests at the West Coast Sound School, she received orders to proceed independently to Adak Island, Alaska. During the voyage, *Admirable* encountered heavy seas which damaged her sonar gear. Following her arrival in Kuluk Bay, Adak, on 6 February, she was drydocked for repairs.

On 13 February, *Admirable* was assigned to Task Group (TG) 91.2. She operated out of Adak, escorting merchant and troop ships to such ports as Kodiak, Dutch Harbor, Amchitka, Kiska, Cold Bay, and Attu. On four occasions during her 18-month tour in the Aleutians, *Admirable* went alongside *Black Hawk* (AD-9) in Adak for brief availabilities to repair damages caused by the cold weather; heavy seas; and the violent, gusting winds known as "williwaws."

In July, the minesweeper began to clear the minefield in Chiniak Bay off Kodiak Island. She was the lead ship of a group—composed of *Augury* (AM-149), *Agile* (AMC-111), *Affray* (AMC-112), and *YMS-285*—which, on 2 August, began a sweep of the channel to St. Paul's Harbor. The minesweepers then established patrols outside the harbor to await the arrival of President Roosevelt on board *Baltimore* (CA-68). The President had left San Diego on 14 July, steamed to Pearl Harbor to meet with General MacArthur and Admiral Nimitz to discuss plans for the invasion of the Philippines, and stopped at Kodiak on 7 August. *Baltimore* pulled out of St. Paul's Harbor the same day, and the President continued his journey back to the United States on

board *Cummings* (DD-365). *Admirable* resumed escort duty and continued that work into March 1945.

On 14 March, the minesweeper's commanding officer was designated officer in tactical command of eight ships and all aircraft participating in a combined air-surface attack on a fictitious submarine in Kuluk Bay. The minesweeper then returned to her escort duties until May, when she stopped in Dutch Harbor for repairs preparatory to transfer under the lend-lease program. Because of the continual beating of the heavy seas, 12 feet of the forward end of each of her bilge keels as well as her sonar gear were replaced.

Admiral B. D. Popov of the Soviet Navy inspected the ship on 30 May and accepted her for transfer to his country. On 18 June, a Russian crew reported on board to train for one month in gunnery, engineering, and minesweeping procedures. *Admirable* was decommissioned and transferred to the Russian Navy on 18 July. She served in the Soviet Navy as *T-521*. The Soviets never returned her to the United States Navy. Reclassified MSF-136 on 7 February 1955, she was carried on the United States Navy list until her name was struck on 1 January 1983.

#### *Admiral*

##### I

The first *Admiral* was renamed *Fort Morgan* (q.v.) on 1 September 1864.

(MB: t. 35; l. 73'0"; b. 16'0"; dr. 8' (aft); dph. 7'8"; s. 8 k.; cpl. 12; a. 1 3-pdr., 2 .30-cal. Colt mg.)

*Admiral*—a wooden-hulled motorboat built by Adams, of Boothbay, Maine, in 1913—was acquired by the Navy from the Governor of the state of Maine on 1 May 1917 for section patrol duty in the 1st Naval District. Assigned the classification SP-541, *Admiral* was placed in commission on 31 May 1917.

Regarded as an "excellent seagoing design" of "very heavy construction," and "perfectly sound," *Admiral* performed "especially good service . . . in Boothbay Harbor . . . breaking ice and keeping the harbor clear" during her winter operations. The sketchy records that are extant for this craft show very little of the character of her operations, but do indicate that she continued patrol duties until well after the armistice of November 1918.

Transferred to the Coast Guard on 21 April 1919, *Admiral* was taken over by that service at Boston, that June, and stationed at Portsmouth, N.H. She was renamed *Leader* on 16 December 1919 in Coast Guard Circular Letter No. 118, but she did not serve long under that name; for, on 2 April 1920, her gasoline tank exploded, and the resultant fire totally destroyed the boat.

## III

(PY: t. 123; l. 137'; b. 20'0"; dr. 7'6"; s. 12.0 k.; cpl. 24; a. 2 3-pdrs., 2 .30-cal. Colt mg., 1 Y gun)

The wooden-hulled screw steam yacht *Red Cross* was completed in 1892 at East Providence, R.I., and by 1907 had been renamed *Admiral*. At that time, the yacht was owned by the banker, George Rumsey Sheldon. She was next owned by Irving T. Bush (1869-1948), the founder and creator of the famed Bush Terminal in South Brooklyn, N.Y., before being acquired by the president of the Submarine Signal Co., of New London, Gordon Dexter (1864-1937) about 1914.

When the United States entered World War I, the American Navy sought ships to perform a variety of tasks, including local patrol. The Navy acquired *Admiral* from Gordon Dexter on 5 July 1917, and placed her in commission at Lawley's Ship Yard, Boston, Mass., on 7 August 1917, Lt. Charles A. Maynard, NNV, in command.

*Admiral*, given the classification SP-967, performed routine patrol duty in the 1st Naval District through the winter of 1917 and 1918. In the course of her operations toward the end of that period, the yacht cast off from Commonwealth Pier, at the Boston Section Base, at 0055 on 26 March 1918, with one petty officer and eight enlisted men of a naval port guard detachment embarked for passage to Plymouth. *Admiral* proceeded uneventfully south by east until 0420, when she struck a boulder off Brant Rock, near the town of Scituate, Mass., and began shipping water.

Within the hour, the situation on board had worsened to the point that the pumps could no longer hold their own against the rushing water. The nearby life-saving stations at Brant Rock and Gurnet dispatched boats to the scene and took off the port guard detachment and 17 men of the crew as well. *Admiral* herself sent a boat ashore to obtain help at 0530. The latter returned with the two Coast Guard boats soon thereafter, while *Admiral's* remaining men expeditiously offloaded ammunition, fittings, and stores into the ship's lifeboats, dory, and cutter. Ultimately, at 0755, *Admiral* sank in 11 fathoms of water.

After being raised and refitted for service, *Admiral* was placed in commission at Baker's Yacht Basin, Quincy, Mass., on 1 August 1918, Lt. (jg.) Waldo H. Wilder, USNRF, in command, and assigned to "Group 2, Minesweepers," in the 1st Naval District's Boston section. She soon resumed patrol operations and continued this duty through February of 1919, ranging from her section base at Boston to Rockland, Maine, and the Portsmouth (N.H.) Navy Yard. Struck from the Navy list on 7 May 1919, in General Order No. 295, *Admiral* was decommissioned at Baker's Yacht Basin on 13 May 1919, and ultimately sold to E. N. Goodsell of Plattsburgh, N.Y., on 29 October 1920.

Charles Frederick Hughes—born on 14 October 1866—was appointed to the Naval Academy in 1884. Upon graduation on 8 June 1888, he went to the Fleet for the customary two years at sea preceding a commission as an ensign. He received that commission on 1 July 1890, and his promotion to lieutenant (junior grade) came on 27 April 1898. During the Spanish-American War, Lt. (jg.) Hughes fought in Commodore Dewey's Asiatic Squadron. He made lieutenant on 3 March 1899. While serving ashore at the Bureau of Equipment from 1904 to 1906, he became Lt. Comdr. Hughes on 1 July 1905. During a tour of duty as recorder for the Board of Inspection and Survey between 1909 and 1911, he received his promotion to commander.

He assumed command of *Birmingham* (Scout Cruiser No. 2) in 1911 and plied the troubled waters along the Mexican gulf coast in her and, later, in command of *Des Moines* (Cruiser No. 15). In 1913, Comdr. Hughes became chief of staff to the Commander, Atlantic Fleet, and served in that capacity during the occupation of Veracruz, Mexico, in the spring of 1914. Promoted to captain on 10 July 1914, he returned to shore duty later that year to serve with the General Board. Capt. Hughes took command of *New York* (Battleship No. 34) in October of 1916. His ship served in the American battleship squadron that operated with the Royal Navy's Grand Fleet at Scapa Flow in the Orkney Islands through World War I.

Hughes, however, left *New York* just before the Armistice. On 10 October 1918, he was promoted to rear admiral. His first assignment as a flag officer was as commandant at the Philadelphia Navy Yard from late 1918 to 1920. Between 1920 and 1921, Rear Admiral Hughes was Commander, 2d Battleship Squadron, Atlantic Fleet. From the latter part of 1921 to 25 June 1923, he commanded Divisions 7 and 4 of the Battle Fleet. Coming ashore again in 1923, he became president of the Naval War College at Newport, R.I., on 1 July. A year later, Rear Admiral Hughes moved to the job of Director of Fleet Training.

That assignment lasted until 10 October 1925. Soon thereafter, Hughes was appointed Commander in Chief, Battle Fleet. On 14 November 1927, Admiral Hughes became the fourth man to occupy the office of Chief of Naval Operations. He completed his tour of duty in that post on 11 September 1930 and, on 14 October 1930, retired to his home in Chevy Chase, Md., where he died on 28 May 1934. Admiral Hughes was buried at Arlington National Cemetery.

(AP-124: dp. 20,120 (lim.); l. 608'11"; b. 75'6"; dr. 26'6" (lim.); s. 19.0 k.; cpl. 356; trp. 5,217; a. 4 5", 4 40mm.; cl. *Admiral W S Benson*; T. P2-SE2-R1)

*Admiral C F Hughes* (AP-124) was laid down under a Maritime Commission contract (MC hull 682) on 29 November 1943 at Alameda, Calif., by the Bethlehem-Alameda Shipyard, Inc.; launched on 27 August 1944; sponsored by Mrs. Louise Nimitz, the wife of Capt. Otto Nimitz and the sister-in-law of future Fleet Admiral Chester W. Nimitz; delivered to the Navy on 31 January 1945; and commissioned that same day, Capt. John Trebes, USCG, in command.

Following shakedown training along the west coast, *Admiral C. F. Hughes* embarked naval officers and marines at San Diego for transportation to Hawaii. She departed San Diego on 13 March and arrived in Pearl Harbor on the 18th. There, she took on another group of passengers bound for the United States and then got underway on the 23d. The transport arrived in San Francisco on 28 March, disembarked her passengers, and then set sail for San Diego on 9 April. *Admiral C. F. Hughes* reached her destination the following day and began taking on more travelers. On the 14th, the transport left San Diego and set a westward course. The ship entered Pearl Harbor on the 19th, and some passengers left her while others came on board. Three days later, she put to sea on her way to the Mariana Islands. *Admiral C. F. Hughes* put in at Guam on 30 April, and all her passengers disembarked. After taking another group on board, including 221 Japanese prisoners of war, she stood out of Apra Harbor on 3 May. The transport made a two-day stop at Pearl Harbor from 10 to 12 May to disembark the prisoners and then continued her voyage back to the west coast. She moored at San Francisco on 17 May.

On 26 May 1945 the transport sailed for Europe by way of the

Panama Canal. She arrived at Marseilles, France, on 5 June and embarked troops from the European theater for redeployment to the Pacific. The transport retraced her route through the Panama Canal and reached Manila on 20 July. *Admiral C. F. Hughes* embarked troops at Leyte, Biak in the Schouten Islands, and Hollandia, New Guinea, before leaving the latter port on 4 August to return to the United States. She delivered the returning servicemen at San Francisco on 17 August.

The ship put to sea on 31 August with replacements for western Pacific garrisons. Steaming via Ulithi, she arrived at Tacloban, Leyte, on 17 September. *Admiral C. F. Hughes* visited Manila again before heading back to North America on the 24th. She paused at Victoria, Canada, on 9 October to repatriate former prisoners of war from various Commonwealth nations, and arrived at Seattle, Wash., later that day. The transport made one more round-trip voyage to Yokohama before she was decommissioned on 3 May 1946. She was returned to the War Shipping Administration which, in turn, transferred her to the Army. Her name was struck from the Navy list in June 1946.

The Army renamed the ship *General Edwin D. Patrick* (q.v.), and she served the Army Transport Service until 1 March 1950 when the Navy reacquired her. Retaining her Army name, she was assigned to the Military Sea Transportation Service (MSTS) and was manned by a civil service crew. Operating out of San Francisco, USNS *General Edwin D. Patrick* (T-AP-124) spent almost two decades transporting troops and cargo to American bases throughout the western Pacific, and supported American arms in the conflicts in Korea and Vietnam. Early in 1967, the transport was placed in a ready reserve status. On 30 September 1968, the ship was to be laid up at the Maritime Administration's National Defense Reserve Fleet facility at Suisun Bay, Calif. On 31 August 1969, title to the ship was transferred to the Maritime Administration. As of 1 July 1988, the transport was still berthed at Suisun Bay.

Under the name *General Edwin D. Patrick*, *Admiral C. F. Hughes* earned three battle stars during the Korean conflict.

#### **Admiral D. W. Taylor**

An authority on naval architecture and marine engineering who served as Chief of the Navy Department's Bureau of Construction and Repair from 1914 to 1922. See *David W. Taylor* (DD-551), Vol. II, page 244, for biographical information on Admiral Taylor.

*Admiral D. W. Taylor* (AP-128)—projected as an *Admiral W. S. Benson*-class transport—was laid down on 28 August 1944 at Alameda, Calif., by the Bethlehem Alameda Shipyard, Inc., under a Maritime Commission contract (MC hull 686). However, her acquisition by the Navy was cancelled on 16 December 1944. Nevertheless, the ship was completed after the war; and she was operated by the American President Lines for the Maritime Commission as SS *President Cleveland*.

#### **Admiral E. W. Eberle**

Edward Walter Eberle—born on 17 August 1864 at Denton, Tex., and reared at Ft. Smith, Ark.—entered the Naval Academy on 28 September 1881 and graduated on 5 June 1885. Following the two years of sea service—spent in screw sloop-of-war *Mohican* and *Shenandoah* and in steamer *Ranger*—then required before commissioning, Eberle was promoted to ensign on 1 July 1887. Brief duty in Washington, D.C., in the late summer and early autumn preceded his reporting to *Albatross* on 22 November 1887 to begin three years of duty in that Fishing Commission steamer.

Following leave from 22 November 1890 to 28 January 1891, he received instruction in new developments in naval ordnance at the Washington Navy Yard while awaiting orders for sea duty. Here, he demonstrated an interest in and an aptitude for naval gunnery which ever after was central to his career.

On 20 March, he reported to *Lancaster* and, in the veteran screw sloop-of-war, steamed across the Atlantic and Indian Oceans to the Far East. A year and a half later, while still in the Far East, he was transferred to the sailing sloop-of-war *Marion* to close out this tour of duty in Asiatic waters. He re-

turned to the United States in the summer of 1894 and reported for duty at the Naval Academy on 20 August.

In the waning days of this service at Annapolis, Eberle's commission as lieutenant, junior grade, arrived on 12 June 1896, only to be followed a week later by orders sending him across the continent to San Francisco where *Oregon* (Battleship No. 3) was being completed.

Eberle reported for duty on 10 July, five days before the new battleship was first placed in commission; and he was placed in charge of her forward gun turret. *Oregon* was still operating along the Pacific coast in the spring of 1898 when Congress declared war on Spain; and she promptly won great renown by her race south from Puget Sound to Cape Horn and then north to the Caribbean to join American forces blockading Cuba. Eberle distinguished himself during the Battle of Santiago by the outstanding performance of his turret in its duel with Spanish cruiser *Cristobal Colon* and, later, in its bombardment of Spanish troop concentrations at Caimanera.

From this time on, Eberle enjoyed the favor of powerful officers in the Navy. His promotion to lieutenant came on 3 March 1899, some three months before he was detached from *Oregon* and transferred to *Baltimore* in which he served as flag lieutenant of the Asiatic Squadron. Late in the summer, Eberle returned to Annapolis to become aide to the superintendent of the Naval Academy. Besides carrying out the duties of that position, he busied himself in studying ordnance and in writing manuals for the use of guns and torpedos and for the operation of wireless communication by warships.

A year in *Indiana* (Battleship No. 1) on training duty ended in September 1902 when Eberle became aide to the commandant of the New York Navy Yard. Six months later, he was named Rear Admiral Albert S. Barker's flag lieutenant; and, during this two-year tour with the Commander in Chief of the Atlantic Fleet, he won his commission as a lieutenant commander.

Much in demand by this time, Eberle received a number of choice assignments: instructor at the Naval War College, executive officer of *Louisiana*, commandant of the San Francisco Naval Training Station with collateral duty as commanding officer of *Pensacola*. During the latter tour, he was promoted to commander on 15 December 1908.

By successfully carrying out progressively more responsible duties during the next few years, he earned a captain's commission which arrived on 1 July 1912. The short course at the Naval War College was the highlight of 1913; and command of *Washington* and, later, of the Naval Gun Factory at Washington, D.C., preceded Eberle's appointment as Superintendent of the Naval Academy on 1 September 1915. After overseeing the Academy during the hectic period of World War I when the need for officers brought the great problems of acceleration, he left Annapolis on 30 January 1919 to command the battleship divisions of the Atlantic Fleet.

On 30 June 1921, Eberle took command of the Pacific Fleet. Some two years later, on 17 July 1923, he became Chief of Naval Operations and held the office until relieved by Admiral Charles F. Hughes on 14 November 1927. During the years he held this post, he fought to minimize the adverse effect upon the Navy of arms limitations negotiations and from Congressional thrift, hurried the completion of aircraft carriers *Lexington* and *Saratoga*, and upheld the Navy's right to maintain its own air arm.

After relinquishing the duties of Chief of Naval Operations, Eberle served on the General Board until retired on 9 August 1928. He died in Washington, D.C., on 6 July 1929.

(AP-123: dp. 20,120; l. 608'11"; b. 75'6"; dr. 26'6"; s. 19 k.; cpl. 618; a. 4 5", 8 40mm., 16 20mm.; cl. *Admiral W. S. Benson*; T P2-SE2-R1)

*Admiral E. W. Eberle* (AP-123) was laid down on 15 February 1943 under a Maritime Commission contract (MC hull 681) by the Bethlehem Steel Corp., Alameda, Calif.; launched on 14 June 1944; sponsored by Mrs. Earl Warren, the wife of the Governor of California who later became Chief Justice of the United States Supreme Court; and acquired by the Navy and commissioned on 24 January 1945, Capt. G. C. Carlstedt, USCG, in command.

The transport was operated by the Naval Transportation Service and manned largely by Coast Guard personnel. On 6 March, she departed San Francisco with troops and supplies bound for New Guinea. She made stops at Finschhafen and Hollandia before dropping anchor at Manus Island on 25 March. While there,

a Navy plane crashed into the starboard side of the ship. Both occupants of the plane were killed, and casualties on board *Admiral E. W. Eberle* numbered one dead and five wounded.

On 26 March, the ship sailed in convoy for the Philippines. After loading troops at Leyte, *Admiral E. W. Eberle* proceeded to Manila. There, she embarked over 2,000 civilians for transportation to the United States. These passengers were mainly American citizens who had been interned in the Philippines since Japanese forces captured the islands in the spring of 1942. *Admiral E. W. Eberle* returned to Leyte on 13 April to pick up Army personnel; then sailed, via Ulithi, for the west coast of the United States and reached San Pedro, Calif., on 2 May.

The ship's next voyage took her across the Atlantic to Italy. Arriving at Naples on 4 June, she embarked Army personnel and baggage for transportation to Trinidad. The transport reached Trinidad on 18 June and soon reversed her course, bound for France. At Le Havre, *Admiral E. W. Eberle* embarked over 4,000 homeward-bound troops whom she put ashore upon her arrival at Norfolk on 6 July.

*Admiral E. W. Eberle* stood out to sea again on 14 July for another voyage to France. She touched at Marseilles and took on board troops destined for the Philippines. *Admiral E. W. Eberle* steamed via the Panama Canal and Ulithi, arrived at Luzon on 29 August, debarked part of her passengers, and moved on to Manila. The transport returned to the United States in September and put into Seattle, Wash., for upkeep. Between October 1945 and March 1946, *Admiral E. W. Eberle* made three voyages to Japan and Korea.

*Admiral E. W. Eberle* was decommissioned on 8 May 1946 and returned to the Maritime Commission for transfer to the Army. Her name was struck from the Navy list in June 1946. The Army acquired the transport that same month and subsequently renamed her *General Simon B. Buckner*.

The ship was once again transferred to the Navy on 1 March 1950 and assigned to the Military Sea Transportation Service. The transport steamed across the Pacific throughout the Korean conflict, transporting troops and equipment to Japan and other staging areas. *General Simon B. Buckner* continued operations in the Pacific until 15 February 1955, when she departed San Francisco, bound for New York.

Upon arrival two weeks later, she was assigned to the New York-Bremerhaven runs. During the next 10 years, *General Simon B. Buckner* made over 130 Atlantic voyages from New York to Bremerhaven, Southampton, and the Mediterranean.

Departing New York on 11 August 1965, she returned to the west coast, arriving at Long Beach on the 27th to assist in the movement of troops and equipment to southeast Asia. After two cruises to Vietnam, the veteran transport resumed operation in the Atlantic, arriving at New York on 3 December.

During the next eight months, she steamed across the Atlantic 10 times, making stops at Bremerhaven and Southampton. Returning to the west coast in August 1966, *General Simon B. Buckner* was once again pressed into service to carry war material to Vietnam. She departed San Francisco on 8 September and reached Danang 20 days later. Following her return to San Francisco on 16 October, she continued to support American operations in southeast Asia until President Nixon's Vietnamization program decreased the Navy's need for transports. She was returned to the Maritime Administration on 24 March 1970.

#### Admiral F. B. Upham

For biographical information on Admiral Frank Brooks Upham, see *Upham* (APD-99), Volume VII, page 417.

*Admiral F. B. Upham* (AP-129)—projected as an *Admiral W. S. Benson*-class transport—was laid down on 27 November 1944 at Alameda, Calif., by the Bethlehem Alameda Shipyard, Inc., under a Maritime Commission contract (MC hull 687). However, her acquisition by the Navy was cancelled on 16 December 1944. After the war, she was completed and delivered to the Maritime Commission on 27 April 1948. Named *SS President Wilson*, she was operated in merchantile service for the Maritime Commission by the American President Lines.

Henry Glass—born in Hopkinsville, Ky., on 7 January 1844—entered the Naval Academy in 1860; but, due to the exigencies of war, graduated a year ahead of schedule in May 1863 and saw considerable action during the Civil War, while attached to the steam sloop *Canadaigua*. He took part in engagements with Confederate batteries at Charleston, S.C., between July and September 1863; in the Stono River in December 1863 and July 1864; and in the North Edisto River in February 1865. He also participated in the capture of Georgetown, S.C., in February 1865.

After the war, Glass was advanced to master in November 1865; to lieutenant in 1866; and to lieutenant commander two years later. Sea duty came in a succession of ships: the steam sloop *Powhatan* in the Pacific Squadron (1865-1868); the steam sloop *Tuscarora* on the North Atlantic Station (1869); and the steam sloop *Mohican* on the Pacific Station (1870-1871). During his time in the last-named ship, he was assigned to temporary command of the wooden-hulled, screw gunboat *Nyack* for six months during 1870. Also whilst serving in *Mohican*, he performed duty as an aide on the staff of the Commander, Pacific Squadron, Rear Admiral John Lorimer Worden.

Glass next traveled to the Asiatic Station, where he served in the screw sloop-of-war *Iroquois* from 1872 to 1873, before he returned to the United States for the first of several tours of duty at the Mare Island Navy Yard, first serving in the receiving ship *Independence*, before he was given command of the State of California's State Marine School Ship, *Jamestown*, which was recommissioned for this service on 21 July 1876.

Returned to the Navy on 3 March 1879, *Jamestown* refitted at Mare Island and sailed from San Francisco for Alaska on 22 May 1879 to protect American lives and property threatened by "the disturbed condition of affairs" on shore. She arrived at Sitka on 14 June and remained there into the following year "preserving the peace and furnishing security to persons and property . . . and . . . surveying the waters and bays adjacent to Sitka." Promoted to commander in 1879, Glass served as the senior naval officer in Alaskan waters in charge of Indian affairs in that territory in 1880.

The following year, Glass took command of the screw sloop *Wachusett*, on the Pacific Station, before he began a tour at the Mare Island Navy Yard, Vallejo, Calif., in 1883. During his time there, he compiled *Marine International Law*, a collection drawn, as he freely acknowledged, "from the writings and opinions of certain acknowledged authorities on the subject" to provide a handy reference work for naval officers. This volume was published in 1885. After winding up his tour at Mare Island in 1886, Glass commanded the sidewheel gunboat *Monocacy* on the Asiatic Station into 1888.

Glass' next duty was that of Commandant of Cadets at the Naval Academy, a post he held from 1889 to 1891, before serving on the Naval Examining Board from 1891 to 1893. Since the latter assignment was only intermittent, Glass served as equipment officer of the Mare Island Navy Yard in 1892 and later became captain of the yard the following year. In 1894, he was commissioned captain.

He returned to sea in 1894 and commanded the cruiser *Cincinnati* from 1894 to 1896 before he took command of the battleship *Texas* in 1896. He then returned to Mare Island to the post of captain of the yard in 1897.

Upon the outbreak of war with Spain in 1898, the twin-screw protected cruiser *Charleston* was readied for service as expeditiously as possible, and Glass was chosen to command her. Commissioned on 5 May 1898, *Charleston* set out for the Hawaiian Islands 16 days later. Escorting three transports—*City of Peking*, *Australia*, and *City of Sydney*—she sailed from Honolulu on 4 June, bound for Manila, Philippines. When clear of land, Glass opened his confidential orders, which directed him to take the island of Guam while en route to the Philippines. Her mission thus outlined, *Charleston* altered course for Guam, and the cruiser and her three consorts reached their interim destination at daybreak on 20 June. Leaving the transports anchored outside, *Charleston* boldly entered the harbor and fired a challenge, only to receive no return fire of any kind. Spanish emissaries soon called upon Capt. Glass and were astonished to learn that a state of war existed between their respective countries. As the island was virtually undefended—the forts were



in ruins—the Spanish governor surrendered; and the Ladrone came under the stars and stripes when Glass took possession of Guam for the United States on the afternoon of 21 June 1898.

As the orders specified, *Charleston* proceeded on to Manila and participated in the operations that resulted in the surrender of that city in August 1898 and took part in the initial actions against Filipino “insurgents” who were resisting America’s assumption of control in the Philippine Islands.

Relieved of command of *Charleston* on 12 December 1898 by Capt. W. H. Whiting, Glass returned to the United States and soon assumed command of the naval training station at San Francisco, Calif., on 23 January 1899. Promoted to rear admiral in 1901, he broke his flag in the armored cruiser *New York* on 4 February 1903 as Commander in Chief, Pacific Squadron. During his tour of duty in command of the squadron, the flagship, *New York*, together with the cruiser *Marblehead* and *Fortune* visited Adak and Kiska, in the Aleutians, conducting surveys of the latter place in July 1903 with an eye toward establishing a coaling station there.

Later, with *New York* requiring extended repairs at the Puget Sound Navy Yard, Glass and his staff proceeded to San Francisco, and he briefly wore his flag in the cruiser *Boston* from 28 to 30 September 1903 before he transferred to the cruiser *Marblehead* on the 30th. On 3 November, a revolution broke out on the isthmus of Panama which soon won the independence of that strategic region from Colombia. Upon learning of the trouble, Glass, in *Marblehead*, sailed for Panama’s Pacific coast and arrived there a week later. During the period of tension, Glass stationed one ship at Darien harbor to protect American lives and property and, with the permission of the Panamanian government, sent small observation parties from his ships offshore to explore the rivers, roads, and trails of the region, thereby gaining “much information . . . of a country of which very little was known.”

Placed on the retired list on 7 January 1906, Glass served subsequently on active duty as Commandant, Pacific Naval District. He died in Paso Robles, Hot Springs, Calif., on 1 September 1908.

(YFB-2: dp. 87; l. 85’0”; b. 19’6”; dr. 2’7”; s. 9.0 k.)

*Admiral Glass*—a wooden-hulled ferryboat—was constructed by the Mare Island Navy Yard (with which the late admiral had

had much contact during the latter half of his career) and launched on 26 July 1916. Accepted and simultaneously placed in service on 22 August 1916, she spent almost a decade operating in the 12th Naval District. Records indicate that for a brief period in 1918 and 1919, *Admiral Glass* served at the Naval Training Station, Yerba Buena. On 17 July 1920, she was classified as a yard craft, YFB-2.

Pursuant to a material inspection of the craft, a report of which was dated 9 November 1925, *Admiral Glass* was placed “on the list of naval vessels to be disposed of by sale . . .” on 21 May 1926, and her name was simultaneously struck from the Navy list. The launch was sold at public auction on 27 May 1927 to Mr. George A. Moffitt of Oakland, Calif.

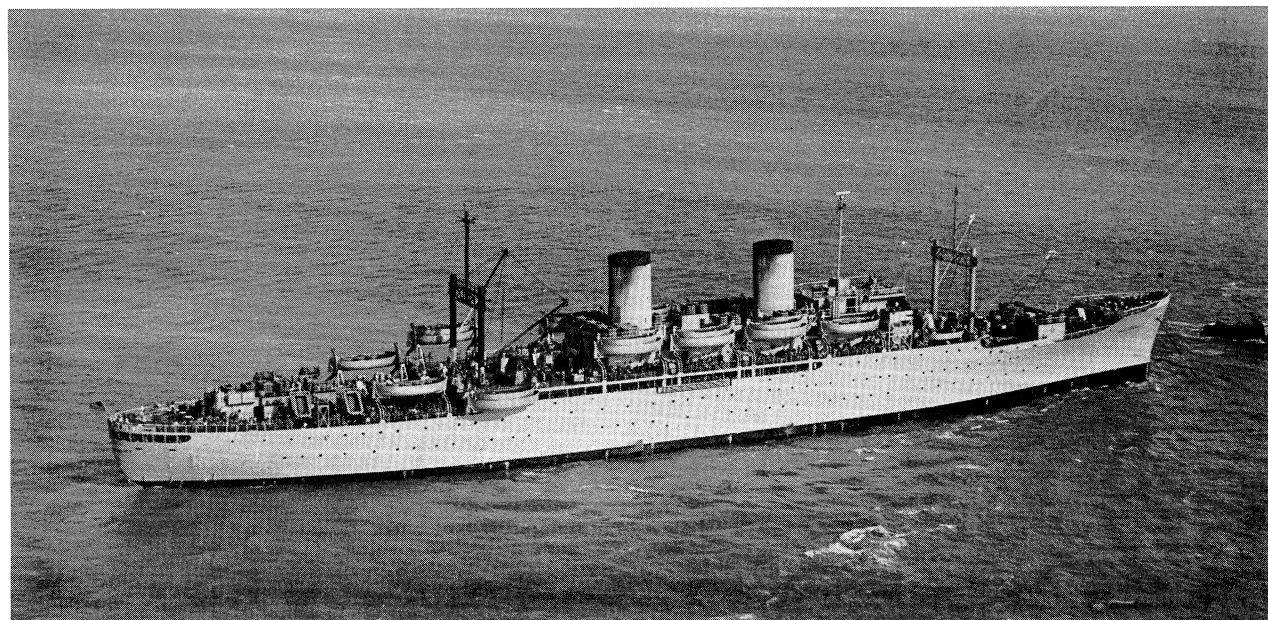
#### *Admiral H. T. Mayo*

For biography, see *Mayo* (DD-422).

(AP-125: dp. 23,380; l. 608’11”; b. 76’; dr. 26’6”; s. 23 k.; cpl. 617; tr. 4,887; a. 4 5”, 8 40mm., 28 20mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

*Admiral H. T. Mayo* (AP-125) was laid down on 21 February 1944 at Alameda, Calif., by the Bethlehem Steel Corp., under a Maritime Commission contract (MC hull 683); launched on 26 November 1944; sponsored by Mrs. George Mayo; and commissioned at Alameda on 24 April 1945, Capt. Roger C. Heimer, USCG, in command.

After fitting out, loading supplies and carrying out her shake-down cruise out of San Diego, *Admiral H. T. Mayo* sailed for European waters on 24 May 1945, bound for Le Harve, France. Transiting the Panama Canal between 31 May and 2 June, the transport reached her destination on 12 June. There she embarked 5,819 released American military prisoners (RAMPs) and men being rotated home to the United States, and sailed for Boston, reaching that port on 27 June. She sailed thence for Marseilles, France, and there embarked 4,888 Quartermaster and Engineer troops. Delayed for repairs at that French port, *Admiral H. T. Mayo* did not sail for the Pacific until 10 July 1945. She transited the Panama Canal on 21-22 July, and, sailing via Eniwetok, in the Marshalls, and Ulithi, in the Carolines (spending a 16-day layover at the latter place), reached her destination, Okinawa, in the Ryukyus, on 1 September.



USNS *General Nelson M. Walker* (T-AP-125) (ex-*Admiral H. T. Mayo*) prepares to disembark troops at Vung Tau, South Vietnam, 6 April 1967, in this photograph taken by Photographer 1st Class J. T. Luscan, with a PCF (“Swift”) boat off the transport’s port bow. The name board above the ship’s bridge carries only the last part of her name, “WALKER,” illustrating how compound names are sometimes shortened unofficially. (USN 1124119)

Eight days later, on 9 September 1945, *Admiral H. T. Mayo* departed Okinawa with 5,014 passengers, officers and enlisted men of the Navy, Coast Guard and Marine Corps, being transferred to the United States for discharge or reassignment under the "point" system. Reaching San Francisco on 27 September 1945, on the first of her postwar "Magic Carpet" voyages, the transport there disembarked her passengers, and, following an availability, sailed for the Far East on 18 October. Reaching Tokyo, Japan, on 29 October and Manila, Philippine Islands, on 4 November, she embarked returning veterans at those two ports and ultimately arrived back at San Francisco on 22 November.

*Admiral H. T. Mayo* sailed for Korean waters on 5 December, and arrived at her destination, Jinsen (now Inchon), Korea, on 19 December. She sailed thence for Japan, reaching Nagoya on Christmas Day 1945. The transport departed that port on 29 December, and, routed via Pearl Harbor, and diverted from her original destination, Seattle, reached "Frisco" on 11 January 1946. Following voyage repairs, *Admiral H. T. Mayo* sailed for Okinawa on 10 February, and reached her destination on Washington's Birthday. She brought back returning veterans to Seattle on 10 March, and rounded out her "Magic Carpet" service with a round-trip voyage between Yokohama, Japan, and Seattle, reaching the latter port on 23 April 1946.

*Admiral H. T. Mayo* cleared Seattle on 25 April, and, after stopping briefly at San Pedro until the 28th, pushed on for Panama. Transiting the canal between 4 and 6 May, the transport arrived at the New York Naval Shipyard, on 10 May 1946, where she was decommissioned on 26 May 1946 and turned over to the War Shipping Administration, for further delivery to the Army. Her name was struck from the Naval Vessel Register on 9 June 1946.

Assigned to the Army Transport Service, the ship was renamed *General Nelson M. Walker*, to honor Brigadier General Nelson M. Walker (1891-1944) who had been killed in action at Normandy on 10 July 1944. The ship underwent repairs and conversion at the Todd Shipyard's Erie Basin until September 1946, after which time she sailed for the west coast of the United States to base on Seattle.

USAT *Nelson M. Walker* operated from that port into mid-1948, carrying troops to such ports and islands as Honolulu, Guam, Saipan, Okinawa, Yokohama, Jinsen, and Manila. In July, 1948, she entered the Todd Shipyard at San Pedro for a Safety at Sea conversion and partial conversion as a dependent carrier. This entailed the installation of cabin space for 217 passengers, two lounges, and a children's playroom, well-stocked with toys, and a ship's store, whose foremost item offered for consumption by passengers was a "wicked and wonderful concoction" known as "Coca Cola."

Following this face-lifting, *General Nelson M. Walker* returned to service on 7 December 1948 to resume her transpacific voyages. She followed a triangular route over the next two years, sailing between San Francisco, Yokohama, and Okinawa, soon acquiring a reputation for speed and comfort, two attributes frequently put to the test in Far Eastern waters where typhoons were common. With the newly organized Military Sea Transportation Service (MSTS), *General Nelson M. Walker's* operations were soon confined to serve Okinawa exclusively, the regularity of her appearance on that run earning her the affectionate title of the "Okinawa Express." She represented to many last connecting link between their new domicile and CONLUS, the new term which had begun to appear in military jargon in writing up travel orders and standing for "Continental Limits of the United States."

Her 27th voyage as USAT *Nelson M. Walker* was her last under the banner of the old Army Transport Service, and on 1 March 1950 she became USNS (United States Naval Ship) *Nelson M. Walker* (T-AP-125). She sailed on her maiden voyage as an MSTS transport on 27 March 1950, when she departed San Francisco for Buckner Bay, Okinawa, resuming her run as the "Okinawa Express." On 28 April 1950, the ship was reinstated on the Naval Vessel Register. The outbreak of hostilities in Korea on 27 June 1950 occurred while *General Nelson M. Walker* was returning from her second Far Eastern voyage as an MSTS ship. She sailed for Okinawa on 6 July, with Army and Air Force men and their dependents embarked, and, ten days later, after being battered briefly by a pair of typhoons, disembarked her passengers—among whom were included key Air Force B-29 personnel, needed in the new Korean theater of war.

As the United States began shipping men and material to

support the United Nations operations in Korea, *General Nelson M. Walker's* schedule was altered accordingly; where it had once been her major port of embarkation/disembarkation, Okinawa was less frequented than it had been.

During the latter part of 1950 and early 1951, *General Nelson M. Walker* operated between San Francisco and Japanese ports, frequenting Yokosuka, Yokohama, and Sasebo. By the time the ship reached Seattle on 20 January 1952, the transport had carried out 18 voyages for MSTS. Entering the Todd Shipyard at Seattle, the ship then underwent conversion to an "austerity trooper", increasing her cabin capacity to 417 spaces and her troop capacity to 3,739 bunks. Gone were the cabin lounges, recreation halls, children's playroom, some crew's accommodations, and storerooms. Shipboard equipment was modernized and an air conditioning unit was added to the enlarged hospital on board the transport.

Following this conversion, repairs, and drydocking, *General Nelson M. Walker* loaded provisions and stores at Smith Cove by the naval supply depot there, and then shifted to berth 39, Seattle, whence she sailed on 14 April 1952 on her maiden voyage as an "austerity trooper." En route back to the west coast after this troop lift to Yokohama, Pusan, Inchon, and Sasebo, the ship was informed that she would henceforth be employed taking United Nations' troops to Korea. She reached San Francisco on 18 May, and sailed for Panama on the last day of May, with Puerto Rican enlisted men and Colombian officers and men, Korean war veterans all, as well as United States Army troops slated to debark at Norfolk and 1,000 Army troops destined for La Pallice. She touched at Rodman Naval Base, Balboa, Canal Zone, and there embarked 1,500 Puerto Rican soldiers for transportation to Bremerhaven.

Transiting the Panama Canal on 8 June, the troopship arrived at Cartagena, Colombia, on the 9th, pushing on later that same day for San Juan, Puerto Rico, arriving on 11 June. Clearing port later the same day she pushed on for Norfolk, arriving there on 14 June, and thence to La Pallice, France, making port on 24 June. She then made one voyage to Bremerhaven, Germany, before returning to the United States, touching at New York, and then carried out a second trip to Bremerhaven before she proceeded into the Mediterranean basin, her only troop passengers a small detachment of Dutch officers and men.

Reaching the Pireaus, the port for Athens, Greece, the transport took on board Greek troops, on 28 July, before she sailed for Izmir, Turkey, arriving at that port the following morning. There she embarked Turkish troops, the advance party on the 29th and the main body on the 30th, and sailed late on the latter day for the Suez Canal, the Red Sea, and the British Crown Colony of Aden. Fueling at Aden, *General Nelson M. Walker* then proceeded on to Korea, arriving at Pusan on 21 August, her arrival greeted by various high-ranking military officers and United Nations consular officials, as well as ranking members of South Korean President Syngman Rhee's cabinet. President Rhee later arrived and made a speech welcoming the Greek and Turkish troops to Korea. The following day, the transport sailed for Sasebo, Yokohama, and San Francisco, reaching "Frisco" on 5 September after an absence of some 95 days. Her odyssey had taken her through the Central Pacific, the Caribbean, the North Atlantic, the North Sea, the Mediterranean, the Indian Ocean, Philippine and South China Seas, as well as the East China Sea, the Yellow Sea, and the Northern Pacific, steaming some 34,575 miles and carrying a total of 17,907 people. Significant in this voyage was the fact that that lift "brought together, within the close and limited confines of a troopship, members of the Armed Forces of two nations (Greece and Turkey) whose traditional enmity extended over the centuries." The voyage, however, had proved an unqualified success on all counts.

*General Nelson M. Walker* soon resumed her transpacific trips, making two more round-trip voyages to and from San Francisco and being in mid-voyage on a third by the time the year 1952 was through. During 1953, the transport conducted eight voyages, a period of time highlighted by her bringing back to the United States the first group of 328 returning American prisoners of war from the Korean conflict. Over the next few years, *General Nelson M. Walker* maintained her regular schedule of voyages to Far Eastern ports, her ports of call including Kobe, Sasebo, Inchon, Yokohama, Pusan, San Francisco, San Diego, and, on one occasion, the island of Midway, through the end of 1955, and into 1956. Departing Monterey, Calif., on 10 January 1957, the transport sailed for Panama. She transited the canal